

REVISIONS TO BOEING RESPONSES

Page	Response	Current Response	New Response
7-8	6	BOMARC Training Facility Real Property Transactions. Boeing is unable to locate leasehold information for this property. Boeing believes this property was leased from the United States of America and Todd Shipyards beginning in approximately 1954. Boeing does not currently lease this property.	BOMARC Training Facility Real Property Transactions. <u>This property was leased from the United States beginning in 1954.</u> Boeing is unable to locate <u>any additional</u> leasehold information for this property. Boeing does not currently lease this property.
8	6	Plant III Real Property Transactions. Boeing is unable to locate leasehold information for this facility. Boeing believes this leasehold information may have been purged from Boeing files in 1975. Boeing does not currently lease this property.	Plant III Real Property Transactions. <u>Plant III was leased by General Motors to Boeing from December 1939 to November 1945.</u> Boeing is unable to locate any additional leasehold information for this facility. Boeing believes this leasehold information may have been purged from Boeing files in 1975. Boeing does not currently lease this property.
10	6.g.	BOMARC Training Facility. Boeing has no information related to this facility.	<u>BOMARC Training Facility-1954.</u>
10	6.g.	BOMARC Headquarters - Boeing believes this facility was operated beginning in the 1950s.	<u>BOMARC Headquarters - 1957.</u>
11	6.g.	Plant III - Boeing believes this plant was operated during World War II.	<u>Plant III - 1939.</u>
26	15	The BOMARC Training Facility was a training facility. Boeing records indicate that no manufacturing activities are or were conducted in the past at the site.	The BOMARC Training Facility was a <u>warehouse</u> and a training facility. <u>Most of the space was devoted to storage.</u> Boeing records indicate that no manufacturing activities are or were conducted in the past at the site.
30	15	The original Boeing Plant I was operated by Boeing from 1917 to 1969.	The original Boeing Plant I was operated by Boeing from 1917 to <u>1970</u> .
33	15	Boeing leased the former Fisher Body Plant and designated it Boeing Plant III during World War II. The nature of the process is that went on during that period are unknown. Some information indicates that the structure was used as a warehouse.	Boeing leased the former Fisher Body Plant and designated it Boeing Plant III during World War II. <u>Plant III was used for subassembly and parts storage.</u>

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52	26	<p>a. Boeing has been unable to find any information indicating that Boeing facilities sent any waste materials to the West Seattle or Sixth Avenue South landfills.</p> <p>b.-g. See Response 26.a.</p>	<p>a. Boeing has been unable to find any information indicating that Boeing facilities sent any waste materials to the <u>Sixth Avenue landfill</u>. <u>Boeing has found one document indicating that Boeing facilities sent some waste materials to the West Seattle landfill in 1965. This document is being produced (B10003000-10003003).</u> Boeing has been unable to find any additional information indicating that Boeing facilities sent any waste materials to the West Seattle landfill.</p> <p>b. <u>Boeing has no information identifying the wastes other than as reflected in the document identified above.</u></p> <p>c. <u>Boeing has no information indicating whether or not the waste contained hazardous substances.</u></p> <p>d. <u>Information obtained by Boeing indicates that the amount of wastes going to South Park landfill and the West Seattle landfill combined was 573,000 gallons. Boeing has no information indicating what fraction of this combined total went to West Seattle landfill as opposed to South Park landfill.</u></p> <p>e. <u>Boeing has no information indicating where at the West Seattle landfill the waste liquids were disposed.</u></p> <p>f. <u>Boeing has no information identifying the terms of any arrangements for the disposal of these waste liquids.</u></p> <p>g. <u>The only record documenting Boeing's use of the West Seattle landfill is the document identified above, which is being produced.</u></p>
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83	47	<p>Many investigations, analyses, studies, or examinations have been conducted at the Boeing Facilities in association with Boeing environmental programs. Some additional investigations, analyses, studies, or examinations have been conducted at construction sites where soil contamination may have been found or suspected. The following is an attempt to summarize the larger subsurface investigations for the NOAA information request (for example, underground storage tanks referenced in response 44.g. are not further discussed).</p>	<p>Many investigations, analyses, studies, or examinations have been conducted at the Boeing Facilities in association with Boeing environmental programs. Some additional investigations, analyses, studies, or examinations have been conducted at construction sites where soil contamination may have been found or suspected. The following is an attempt to summarize the larger subsurface investigations for the NOAA information request (for example, underground storage tanks referenced in response 44.g. are not further discussed). <u>In addition, because of NOAA's express interest in potential PCB contamination, Boeing will address the principal investigations related to such contamination, namely those associated with the Slip 4 area and the related Seattle City Light Georgetown Steam Plant (the "Steam Plant").</u></p>
85	47.a.	<p>Seattle City Light Stormwater Drain and Flume Investigation - In 1986, Boeing conducted an investigation into potential PCB levels in sediments in storm drains at the north end of Boeing Field. This investigation found PCB's in those sediments, which were subsequently removed. No Boeing source for these PCB's could be discovered. Subsequently, these sediments were found to be down-gradient from the Seattle City Light Facility.</p>	<p>Seattle City Light Stormwater Drain and Flume Investigations - <u>Boeing has performed or participated in several investigations into PCB contamination in and around the Slip 4 area. The Slip 4 area is depicted on a map previously produced as Exhibit D (B10000007). As indicated, northeast of Slip 4 is the Steam Plant. Boeing leases property that adjoins that site in the area of Building 3-326. The Georgetown Flume is a drainage conduit which runs from the Steam Plant to Slip 4 and was designed to collect cooling water from the Steam Plant. The following is a short description of these investigations:</u></p>

- Between 1982 and 1985, Boeing participated in an investigation into potential PCB contamination in the Duwamish River which was being conducted by several agencies, including Metro, DOE, and EPA. Each of these agencies has issued a report addressing this PCB contamination. These reports are referenced in Response 47.e., and the segments of the reports which relate to PCB contamination are being produced (B10003004-10003019). The Tetra Tech report prepared for EPA Region X found high levels of PCB contamination in the flume which were attributed by Seattle City Light sampling to discharges from the Steam Plant. This investigation ultimately led to a cleanup by Seattle City Light of the Steam Plant site, including the Steam Plant tunnel, the open flume, and a portion of the storm sewer on adjacent Boeing property.

- In 1986, Boeing conducted an investigation into potential PCB levels in sediments in storm drains at the north end of Boeing Field. This investigation found PCB's in those sediments, which were subsequently removed. No Boeing source for these PCB's could be discovered. Subsequently, these sediments were found to be down-gradient from the Seattle City Light Facility.

- Also in 1986, as part of its underground storage tank program, Boeing removed a 3,000 gallon fuel oil tank from the north end of North Boeing Field. Because Boeing was aware that the underground storage tank bordered a historical Seattle City Light transformer storage area, and because Boeing was aware that Seattle City Light's 1985 cleanup had been limited to soils within its fenced boundary, Boeing conducted site sampling for PCB contamination. This sampling revealed elevated levels of PCB's. Boeing also sampled fluid from the tank itself before removal, which was found to be free of all PCB's. Boeing excavated soils from the site, then backfilled the area with crushed rock and covered it with asphalt to prevent water migration through the area. These actions were reported to the State of Washington in an exchange of letters between Boeing and DOE. These letters are being produced (B10003020-B10003027).

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85	47.b.	<p>The firms that conducted the investigations into the subsurface conditions at the Boeing facilities along the Duwamish River are listed below. This may be a partial listing of subcontractors used by Boeing for this work.</p> <p>Hart Crowser Associates Geo Engineers Groundwater Technologies, Inc. Landau Associates, Inc. Shannon & Wilson, Inc. Roy F. Weston Associates</p>	<p>The firms that conducted the investigations into the subsurface conditions at the Boeing facilities along the Duwamish River are listed below. This may be a partial listing of subcontractors used by Boeing for this work.</p> <p>Hart Crowser Associates Geo Engineers Groundwater Technologies, Inc. Landau Associates, Inc. <u>Laucks Testing Laboratories, Inc.</u> Shannon & Wilson, Inc. Roy F. Weston Associates</p>
85-86	47.e.	(Various reports are identified)	<p><u>Final Report. Duwamish Industrial Non-Point Source Investigation: Metro 1985</u></p> <p><u>Report on The Urban Bay Toxics Control Program Action Team Accomplishments: Department of Ecology, September 1987.</u></p> <p><u>Final Report. Elliott Bay Action Program: An Evaluation of Potential Contaminant Sources: Tetra Tech, September 1988.</u></p>